

# ICE BREAKER

Tasmania's Antarctic Business Magazine

## Air Wheels on Ice

Past and future Antarctic flights

## Deep South Politics

Governmental comments on Antarctic issues

## Icy Alternatives

Cool bicycles and children

## Hot Polar Topics

Opportunities for the future



RRP \$A6.00



# SARSEN

## "SARSEN" available for Charter 2007/2008

The vessel the "Sarsen" (Luxury Expedition Ship) has just completed 8 months in Australian waters and culminating in a wonderful trip to Antarctica.

The first 6 months were spent traveling down the east coast of Australia, visiting various dive sites, tropical islands and towns and cities along the coast.

In December the vessel sailed for Antarctica to spend Xmas surrounded by ice and penguins. The guest list included 4 children aged 4, 6, 9 and 11 years, and all their families. After leaving Hobart, the first port of call was Macquarie Island where we were met by millions of penguins of various varieties and seals. A wonderful experience for all on board. The vessel then pushed forward through broken ice along the edge of the ice shelf to visit Mawson's Hut at Cape Denison, Commonwealth Bay.

This was a trip back into history and has been etched into the memories of all on board. The experience of walking on the ice and snow of Antarctica and witnessing ice bergs that take your breath away - is what dreams are made of.

The "Sarsen" is currently heading back to Thailand via Vanuatu and New Guinea.

It will be back in the Pacific in July to October, then in Australian waters and Antarctica from November onwards.

The "Sarsen" is 69 metres long, a luxury expedition ship. She is available for charter from July, 2007 so please visit the web site for more information [www.sarsen.com.au](http://www.sarsen.com.au)



# Editorial

## Opportunities for Antarctic links



As well as supporting the regular voyages of *Aurora Australis* and *L'Astrolabe* this season, Hobart has been the resupply port for *HDMS Vaedderen*, a Danish research vessel, *MV Sarsen*, a new tourist ship and *Farley Mowat*, the Sea Shepherd's protest ship which has made its presence felt with the Japanese whaling fleet in Antarctic waters. The *US Polar Sea* also arrived for a four-day stay in February and the privately-owned *Blizzard* is currently staying in Hobart for six months before departing for South America. While the smaller tourist ships and yachts do not rate as significantly as the larger research and cruise ships when promoting Hobart as part of Antarctic Tourism strategies, I think it is important to ensure all voyagers are welcomed and encouraged to learn about and use the range of Antarctic facilities Hobart has to offer.

Several key Antarctic events occur in the first half of this year, including the TPN's Strategic Planning session this month, International Polar Year Educational activities, a range of Midwinter Festival events and IAATO's meetings in Hobart in June. I urge readers to participate in one or more of these, have your voice heard and show your support by promoting Tasmania's Antarctic significance. Get involved!

**Ice Breaker** welcomes Jeremy Rockliff this edition, who replaces Will Hodgman as Shadow Minister for Antarctic Affairs, and thanks Will for his contributions to previous issues.

Anthea Wallhead

**Cover Picture:** Cyclists Jamie McKenzie and Ben Wylson at Cape Denison [Photo: Ice trek/Eric Philips]

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1	180x255	\$150	\$190

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Unless specifically stated otherwise, the views expressed in this magazine are not necessarily those of any group, organisation, or institution. ICE BREAKER is published in good faith and all contributors should ensure the truth of any facts stated.

### Ice Breakers to Korea.

The Editor is pleased to announce that Mr Ki Hiok Barng, Marine Policy Manager for the Korean Government's Ministry of Maritime Affairs and Fisheries, has purchased copies of the magazine, Issues 1-37. Mr Barng is interested in establishing a similar magazine on his return to Korea later this year, after completing his 12-month research visit to the Australian Government Antarctic Division.



Our Antarctic sector has gone from strength to strength and the introduction of the Antarctic airlink will further boost Tasmania's attractiveness as an international Antarctic Gateway.

A regular air service from Hobart to Casey Station will significantly increase the number of scientists using our gateway and will provide a powerful incentive for international Antarctic program operators to use Hobart as their preferred departure point to East Antarctica.

I welcome the recent news that the Airbus A319, a significantly larger aircraft than originally planned, will provide this air service. This modern, twin-engine jet aircraft is similar to the fleet currently used by Jetstar in and out of Hobart. It has a 6,500-nautical mile range, allowing the aircraft to make the four-and-a-half-hour flight from Hobart to Casey Station and return without refuelling. The aircraft can transport up to 40 passengers, doubling the potential capacity over and above the original Falcon jet proposal.

The airlink will also allow the Tasmanian Antarctic sector to enhance the level of services it can offer the French National Antarctic Program and promote Hobart as a future supply base for international operations involving the United States, Italy, China, India, Estonia, Japan and Russia.

This is a significant development for our Antarctic sector and one that provides many opportunities for Tasmanian businesses. I look forward to the start of regular Hobart – Casey Station flights during the 2007- 08 summer.

**Hon Paul Lennon MHA**

**Premier and Minister for Economic Development**

## //////////////////ANTARCTIC AIRLINK////////////////////////////////////



The 3-year-old Airbus A319 purchased for the Hobart to Antarctica airlink touched down at Hobart International Airport on February 26 February 2007. Leased and operated by Skytraders Pty Ltd, it will be painted and refitted in Sydney before commencing flights to Wilkins runway later this year. Skytraders also operates the two ski-equipped C212-400 aircraft which fly personnel between Antarctic bases.



# FROM THE DESK OF JEREMY ROCKLIFF



As the recently-appointed Shadow Minister for Economic Development, with responsibility for Antarctic Affairs, I look forward to forging strong links with Tasmanian Antarctic community during the coming years.

Tasmania has a unique association with the frozen continent, and one that brings with it growing opportunities for investment and scientific advancement. 2007 is a particularly important year for our Antarctic community – highlighting both our links with the past and our forays into the new.

Australia's busiest Antarctic station, Davis, turned 50 on January 13, 2007. From small beginnings, Davis is now Australia's premier Australian Antarctic Research Centre and a focal point for a range of scientific endeavours.

Turning to the future, this year also heralds the start of regular flights between Tasmania and the Antarctic, thanks to the Australian Government's \$46 million investment in the air link project. Being able to make the trip to Casey station in just over four hours – compared with 6 days by ship – will clearly make it much easier for scientists to conduct research, strengthen Hobart's status as Australia's Antarctic gateway and provide greater opportunities for surveillance of the Southern ocean and the provision of emergency medical assistance.

It is clear that many challenges face the Antarctic in the years ahead, global warming being one of the most severe.

It is pleasing to see climate change now at the forefront of Australian political debate, where it belongs. There is no question that research being conducted in the Antarctic, and the need to protect this unique continent from global warming, will figure prominently as the international community comes together to fight this threat.

We must not, however, forget environmental problems that may in some respects be seen as less significant than the daunting climate change challenge.

I refer specifically to the devastation currently being wrought by a rabbit plague on sub-Antarctic Macquarie Island. Despite evidence an environmental catastrophe is occurring on this World Heritage-listed island, the State Government is still holding up the approval of a rabbit eradication plan that would be jointly funded by the Federal Government. I will continue to pursue the Tasmanian Government on this matter.

I look forward to working closely with the Antarctic community in Tasmania and please do not hesitate to contact me if I can be of assistance on (03) 6421 7930 or at [jeremy.rockliff@parliament.tas.gov.au](mailto:jeremy.rockliff@parliament.tas.gov.au).

**Jeremy Rockliff**

**Shadow Minister for Antarctic Affairs**

## ////// ANTARCTIC AIRLINK //////////////////////////////////



**Interior of the Airbus A319**



**Norman Mackay (Skytraders) and Tony Press (AGAD)**

# PEG PUTT'S MESSAGE



## International Polar Year (IPY)

The International Polar Year (IPY) sounds like an exciting time for polar research and to promote interest in the polar regions across the globe. Coordinated scientific programs are underway to improve our understanding of the polar regions and their relevance to our everyday lives. We have seen a huge amount of Antarctic science inform recent science on climate change and global warming, and the IPY, which actually runs over two Arctic and two Antarctic summer research seasons from 2007-09, is sure to reveal much more on this.

The contribution of polar ice melt to sea level rise is a particular area of concern for Tasmanians as the state has the highest percentage of its population (compared to other Australian states) living near the coast. In the Tasmanian Greens recent response to the state government's woefully inadequate *Draft Climate Change Strategy* we make a strong case for the Tasmanian government to take measures to ensure we reduce our greenhouse gas emissions by at least 80% of current levels by 2050. You can read more about this on our website.

## Macquarie Island- Time is of the Essence

Many of us have voiced our concerns over the dramatic impact of feral rabbits and rats on Macquarie Island's environment and the flow on impacts to wildlife. The loss of vegetation is escalating and has led to landslides and closure of a major tourism boardwalk and viewing area.

A comprehensive eradication plan has been prepared and peer reviewed, it simply awaits State-Commonwealth funding. Unfortunately, the Tasmanian government seems to have been primarily responsible for delays, the Commonwealth having agreed last December to provide \$8 million, being a half share. Although they never said so until pressed by the public debate in February, it now transpires that Tasmania is hoping to escape any financial responsibility.

With a need for people and equipment to be on the boat in early April to commence preliminary work, time is of the essence and finger-pointing politics should be set aside under some form of agreement to make a start.

## Airlink and tourists

The push is now on to deliver tourists to Antarctica via the Airlink. This is alarming considering the impact this would have on the environment surrounding Casey station and other Antarctic landmarks. The Airlink system was touted for support of scientific research, but was not designed for tourists. The original environmental evaluation for the project did not take tourism into account. There are no tourist facilities at Casey. Death by a thousand cuts starts with initiatives like this that may look appealing at first glance but often prove to be the foot in the door for major exploitation.

## Peg Putt MHA

Tasmanian Greens Opposition Leader

# ANTARCTIC AIRLINK

## AIRBUS A319 FACTS:

Modern twin-engine aircraft

Range 6,500 nautical miles providing the ability to fly Hobart — Antarctica and return without refuelling

Flexible configuration for the transport of a combination of passengers and high priority cargo

Passenger numbers depends on requirement of the Programme - initially 19 with a capacity of 40

Stowed luggage 50kg and carry on 5kg per passenger

Aircraft dimensions:

Overall length: 33.83m

Height: 11.76m

Fuselage diameter: 3.95m

Max cabin width: 3.70m

Cabin length: 23.78m

Wingspan: 34.10m

Opposite page:

Airlink team (L-R)

Tony Press (AGAD), Charlton Clark (AGAD),

Norman Mackay (Skytraders), Gary Studd

(Skytraders), Virginia Mudie (AGAD) and Terry

Vickers (Skytraders)

# MESSAGE FROM HOBART'S LORD MAYOR

I note that the Tasmanian Polar Network is about to embark on the development of a new Strategic Plan. I am looking forward to seeing the results of this latest process. The TPN is to be commended on its performance to date and its key role in establishing the importance of Hobart and Tasmania as an Antarctic gateway. The TPN is a wonderful example of what can be achieved by an industry cluster when all parties, be they public or private, are clearly motivated to achieve outcomes.

The industry is now worth an estimated \$130M and approximately 800 direct jobs to Tasmania and there is no reason at all why this cannot continue to grow with well-targeted support from all industry stakeholders. It is also important to note that of the total expenditure I understand, that around 58% remains in Tasmania.

The Council views the TPN as a leader in Antarctic and Sub-Antarctic affairs and the development of their new Strategic Plan will be an important document for all stakeholders to consider and evaluate. They should be congratulated on their concerted effort in promotion of the region, to the overall benefit of Tasmania.

The recent announcement of the winners of the design competition for the so called 'City Hall axis' of Hobart's waterfront, has reminded me of the importance of retaining the 'working port' image of Hobart. I cannot imagine a port without the familiar red hulls of boats such as the *Aurora Australia* or the *L'Astrolabe*, and the visiting Antarctic cruise ships. Retention of a viable and usable port must remain uppermost in the minds of decision makers in this critical project. While most people would agree that redevelopment of sections of the waterfront would be a valuable asset, it must not be at the expense of key growth industries such as Southern Ocean and Antarctic research and logistics, of which we as Tasmanians are so rightly proud.

Finally, I note that Dr Jabour and Professor Carlsen have completed their initial research into *Tourism to sub-Antarctic Macquarie Island and East Antarctic from Hobart*. As a funding contributor to this important study I know the Council is looking forward to an understanding of the recommendations in the research.

We look forward to growth in the commercial sector and the strengthening of the Region's focus on things Antarctic.

**Alderman Rob Valentine**

## ANTARCTIC AIRLINK



## Objective of the Australian Government Antarctic Air Service

The Antarctic Division intends to implement a regular air service between Hobart and Casey station. The Australia-Antarctica air link will enhance Australia's ability to support scientific research in Antarctica by reducing reliance on ship-based transport for passenger movement.

## Key points

- Hobart is Australia's gateway to Antarctica where significant logistical expertise and support infrastructure exists to support collaborative, priority science and Treaty activities.
- This initiative will modernise support for Australia's Antarctic programme. The air link from Hobart to Casey will operate during the summer months from 2007/08 onwards. An estimated 10 to 20 flights per season will be conducted once the system is fully operational. The inter-continental air service will complement the existing use of ski equipped C212 aircraft within Antarctica.
- The air service will meet all our legal obligations and Antarctic Treaty requirements. It will be environmentally safe. The aircraft will operate from a snow capped blue ice runway near Casey station.
- Ships will continue to be used for marine science, station bulk cargo resupply and passenger movement.
- The Government announced funding for the Airlink Project of \$46.3m over the next four years to establish an air link between Tasmania and Antarctica.

## Background

Why does Australia need an air service to Antarctica? Australia claims 42 per cent of Antarctica yet since the time of Mawson and other early explorers, has had to rely on ice strengthened ships to access the continent.

Australia's current Antarctic transport system is fundamentally little changed from that of the 'heroic' explorers in that it is totally reliant on shipping to transport people and supplies to Antarctica with all the inefficiencies and uncertainties that arise due to weather and ice conditions and the long ocean voyages. Access to Antarctica by ship is still only possible during the summer months. Because of the length of the voyages (up to several weeks), ships' visits to the stations are only possible two or three times per summer season.

An Antarctic air link would provide the single biggest boost to the Australian Antarctic programme since its inception in the late 1940's and would:

- significantly increase the efficiency, capacity, and flexibility of Australia's Antarctic science efforts in an area that profoundly impacts on Australia's (and the world's) weather, climate, ocean currents and sea-level;
- allow the internationalisation of the Australian Antarctic programme;
- allow rapid access to Antarctica to respond to emergencies; and
- enhance our ability to protect our national interests
- both directly (through aerial surveillance to protect our Southern Ocean fisheries) and indirectly through our ability to influence others Antarctic nations, including those operating in Australia's Antarctic Territory (AAT).

## Activity to date

- A contract for the provision of an intercontinental air service between Hobart and Antarctica has been executed with aircraft operator Skytraders Pty Ltd. A five-year lease for an Airbus A319 aircraft has been signed.
- Construction of the Wilkins Runway in Antarctica is progressing well. The majority of the runway foundation has been graded, enabling aircraft to use the runway provided temperatures are low and ongoing construction activities permit. A compressed snow pavement remains to be applied to the runway surface and this will be applied progressively each summer.
- The runway has been graded and surveyed to a length suitable for operations of the A319 (3790m, plus over run). The snow cap on the runway is not complete. The snow cap is not a requirement for a flight to occur, however it is important for the long term operation of the runway. Work on the snow cap will be an ongoing activity each season. • An overflight of the runway by a Bombardier Global Express was used to test a range of processes and procedures and to confirm the suitability of the runway's navigation aids.
- Wheeled takeoffs and landings by a C212 were conducted on the runway this season. High-speed taxi trials were also conducted to simulate the landing speed of the A319.
- An Initial Environmental Evaluation (IEE) in accordance with the Antarctic Treaty (Environment Protection) Act 1980 was gazetted in November 2005.
  - Flights are scheduled to commence in the summer 2007/08 with a fully developed schedule commencing in the 2008/9 season.

[Thanks to Charlton Clark and Tania Ashworth (AGAD) for this Antarctic Air Service information and photos pp. 4-7]



# TPN CHAIRMAN'S MESSAGE



In my last message I stressed the importance of the upcoming strategic planning exercise to the TPN's meaningful and sustainable future. I want to reiterate that here again – it is set down for Friday 16<sup>th</sup> March between 9am and noon at Hadley's Hotel in Murray Street. We have deliberately chosen this date as the previously advised quarterly TPN meeting date in order to avoid a further imposition on people's time – albeit starting at 9am instead of the usual 11am. We have secured Greg Johannes as the Workshop Leader due to his communication and facilitation skills as well as his good prior knowledge of the Network's functions, interests and capabilities. This planning workshop will therefore take the place of the scheduled TPN meeting and the Executive will meet especially to deal with any pressing matter before we meet again in mid year. I again urge the strongest possible participation in what will set the direction of our endeavours for the next several years.

I understand that AGAD's (note new title – Australian Government Antarctic Division) has Airlink Service Provider, Skytraders (a TPN member), has recently taken delivery of the A319 Airbus which will provide the intercontinental link. I also understand that the necessary trials and procedures preceding the first flight are now underway and look forward to hearing more in the near future – very exciting, I'm sure you will all agree!

Planning for this year's Midwinter Festival is now well underway under the capable direction of the new Festival Director, Anne Kerr. From what I hear, this year's events will be a mix of old and new with a wider community appeal as one of the key objectives. Please mark it in your calendars and encourage participation as widely as you can.

I look forward to your participation on 16/3/07 please.

Bill Lawson.  
TPN Chairman.

## NEW EVENT FOR THE 2007 ANTARCTIC MIDWINTER FESTIVAL



ANTARCTIC  
midwinterfestival  
15-24JUNE07

Solstice Antarctica is a new, three-day event that will take place in Princes Wharf 2 on Hobart's waterfront during the Antarctic Midwinter Festival in 2007. Festival Director, Anne Kerr, expects that over time, this event will develop into one of Hobart's premier Antarctic-themed events.

It will commence on Friday the 22<sup>nd</sup> with a community lantern parade followed by a fire and dance performance that will celebrate the winter solstice. A ticketed night of entertainment will follow, which will be primarily targeted at Tasmania's youth market.

On Saturday and Sunday (23<sup>rd</sup> and 24<sup>th</sup> June) the event site will transform into an Antarctic-themed art and science expo with a wide range of activities and entertainment which will include tours of Aurora Australis, a cosmo dome, scientific displays, an Antarctic art fair, music, food, book readings, talks, activity and entertainment.

Whilst this year's Antarctic Midwinter Festival promises to be bigger and better than ever before, Festival Director, Anne Kerr, says that the Festival's core values and key messages will remain the same. "We want to provide the opportunity for visitors to step through Hobart's gateway to the Antarctic and experience something of the power, the beauty and the fragility of the amazing place that is Antarctica," she said.

The Festival invites the Antarctic community and all stakeholder organisations to get involved in the Solstice Antarctica event either as exhibitors, presenters, volunteers or visitors. For more information on how you or your organisation can get involved contact Anne Kerr by email at [anne.kerr@development.tas.gov.au](mailto:anne.kerr@development.tas.gov.au) or call (03) 6233 5949.



## **Antarctic Astronomy**

A new opportunity for the Tasmanian Antarctic sector is emerging in the area of Antarctic astronomy. The Department of Economic Development has recently been invited to participate as a member of the Australian Antarctic Astronomy Advisory Committee. The Committee has been established to guide the development of Australia's Antarctic astronomy program.

Significantly, in 2006 an allocation of \$1 million dollars was provided by the Australian Government, through the National Collaborative Research Infrastructure Strategy (NCRIS), to fund the design and development study of a PILOT two-metre optical/infrared telescope in the Australian Antarctic Territory. The PILOT program involves the detailed design, construction and operation of the telescope at the French/Italian Concordia Station at Dome C in East Antarctica. PILOT is the first stage of a development path that provides the option of engagement in larger facilities in Antarctica.

More generally, Australian astronomy is acknowledged internationally as world-class with strengths in ground-based optical and radio observational work. In the past decade Australian researchers have played leading roles in major discoveries such as the existence of dark energy, the acceleration of the universe, a new type of galaxy, a unique double pulsar and planets orbiting other stars.

## **Other News**

In December 2006, the Australian Government Antarctic Division announced that the Airbus A319 had been selected as the preferred aircraft for the Antarctic airlink.

The aircraft, leased and operated by Skytraders, will be significantly larger than the original Falcon EX 900 aircraft proposal. The Airbus A319 will be capable of carrying between 19 and 40 passengers and up to 4.5 tonne of high priority cargo. It is anticipated that regular air service between Hobart and Casey will commence in the 2007-08 Austral summer.

The Tasmanian Government's third Antarctic, Sub-Antarctic and Southern Ocean Policy (2007 - 2010) is scheduled for release in July 2007. Work has commenced on preparing a new three-year strategic plan which will guide the development of the Tasmanian Antarctic sector. As part of the policy development, Tasmanian Antarctic stakeholders will be invited to participate in stakeholder forums.

The Antarctic Tourism Marketing Strategy working group, chaired by Antarctic Tasmania, has developed a strategy and action plan that will guide the distribution of the \$50,000 that was allocated under the Tasmanian Government's 2006 election commitments. Key objectives under the strategy include:

- Developing and promoting Hobart's local Antarctic tourism sector
- Supporting the Antarctic Tourism industry to utilise and promote Hobart as an international Antarctic gateway
- Enhancing Tasmania's global standing as an international centre for Antarctic and Sub-Antarctic endeavours
- Monitoring and reporting on Tasmanian Antarctic tourism and visitation trends

Antarctic Tasmania is providing secretariat support to the International Polar Year (IPY) Australian Education Outreach and Communication Committee. This Committee was established in November 2006 to coordinate the promotion of Australian Education, Outreach and Communication Events, which will be conducted during the IPY from March 2007 to March 2009. Sir Guy Green is the Committee Chairperson. Other information regarding the IPY can also be found under the Calendar of Events at the following website: [www.ipyeduction.org.au](http://www.ipyeduction.org.au).

With support and assistance from Antarctic Tasmania, the Department of Education, through the Centre for Extended Learning Opportunities (CELO), has established and commenced promotion of the 2007 Antarctic and Marine Curriculum Development Prize for Tasmanian teachers. Awards will be announced during the 2007 Antarctic Midwinter Festival.

Preparations for the June 2007 Midwinter Festival are progressing in earnest under the guidance of the new Festival Director, Anne Kerr. This year, the Festival will be held from 15 – 24 June 2007.

Finally, the forthcoming International Association of Antarctica Tour Operators (IAATO) meeting will be held in Hobart from 24 – 29 June 2007.

**Ben Galbraith**  
**General Manager**

# SARSEN'S FIRST VOYAGE SOUTH

## THE SHIP

MV Sarsen is the latest ship to be refitted for chartered voyages to Antarctica. The ship visited Hobart in December 2006 and several members of the Antarctic community were invited aboard to view the ship before its departure south. Originally built in Norway as a research vessel in the Barents Sea, the 64m Sarsen is now an Australian ice-strengthened ship based in Adelaide, South Australia. Sarsen was purchased by Moir Holdings Australia Pty Ltd and while in Hobart, Director Fred Moir showed visitors some of the refurbishments designed for the comfort of passengers travelling south, including cabins with ensuites, a luxurious TV room and sun lounge, a spa and massage room. Other facilities include a small, heated swimming pool, a large outdoor barbecue area, gym equipment and diving equipment for 10 people. For other details, see [www.sarsen.com.au](http://www.sarsen.com.au). [Thanks to Eric Philips, Icetrek Expeditions, for all photos]

## BICYCLES WITH ICICLES

Two passengers aboard the ship had a special reason for travelling to Antarctica. Ben Wylson and Jamie McKenzie's aim is to be the first cyclists to ever ride on every continent, and Antarctica was the fourth on their quest. On December 28, 2006, Jamie and Ben became the first cousins to ride bikes at Cape Denison, near Mawson's Hut (See front cover). The cyclists are now aboard another ship on their way to South America. Anyone interested in helping to sponsor their journey, or read more about their Antarctic experiences, see [www.freewheelseast.co.uk](http://www.freewheelseast.co.uk).



**Jamie and Ben cycling near Mawson's Hut, Antarctica**

## ICETREK

Aboard for the first three-week cruise to Antarctica was TPN member Eric Philips of Icetrek Expeditions ([www.icetrek.com](http://www.icetrek.com)). Well-experienced in polar travel, Eric was invited on board as guide and lecturer, and his wife and two children accompanied him. (See following story)



**Eric Philips (L) and Sarsen's skipper Alex in the heated pool**

# SARSEN'S FIRST VOYAGE SOUTH

## MARDI'S ANTARCTIC ADVENTURE

*The following article is the first account received by Ice Breaker from a young visitor to Antarctica. It was written by Mardi Philips, aged 11, who attends Mt Nelson Primary School. She loves the outdoors, animals, music and photography and this is her first visit to Antarctica, although she hiked the Overland Track with her dad, Eric, last year.*

On Saturday December 16 I departed with my family (dad, Eric; mum, Susy and brother, Kip) from Hobart on board *Sarsen*, heading south. We couldn't wait to see Antarctica and its wildlife. Harry (6) and Chelsea (9) were the only other kids on board. Chelsea is the daughter of Fred Moir, the owner of the boat and leader of the voyage. A girl called Alice looked after the kids; she was fun, and so were the Thai staff, who were very nice. Once onto the Southern Ocean our family started to get seasick. Lying in bed for three days or more sure is no fun and we won't be doing that again too soon.

On December 20 we spotted Macquarie Island. As we approached every now and then we could see a King Penguin or two porpoising through the water. We anchored near the station on the isthmus and went across on the tender, feeling a bit wobbly on land after so many days at sea. We were greeted by some staff from the station then split into two groups and went our separate ways, our group being guided Tubby, the station leader, and Jody. The wildlife is absolutely fantastic and there are over FOUR MILLION penguins on Macca. I had never even seen a penguin or seal in the natural environment before today. On our walk we saw King Penguins, Gentoo Penguins and Elephant Seals. The walk finished at the station, which is quite amazing with sheds and huts where people work and live. In front of one of the huts a little seal was asleep on the doorstep. Just before we left I saw a big, fat seal and I thought I might take a picture of it. Just as I got my camera ready when it sneezed and this big glob of snot sailed from its nose onto the track. I was careful not to step on it.



**The Philips family in Antarctica. Back: Susy Blair (L) and Eric Philips (R). Front: Kip (L) and Mardi (R)**



# SARSEN'S FIRST VOYAGE SOUTH

Later in the day we steamed down to Sandy Bay with Eddie, the ranger stationed on the island, and Colin. Here there are a couple of large King and Royal Penguin rookeries, together with a few Elephant Seals. We went ashore again and spent an hour or so wandering around the bay, taking photos of the wildlife. We lay down on the rocks and the Royal Penguins came and nibbled at our fingers. It was one of the best experiences in my life so far. We returned to the station and dropped Eddie and Colin off and spent the night anchored in the bay off the isthmus. Early the next morning we steamed south down the eastern side of the island to Lusitania Bay where there were piles and piles of King Penguins. I had never seen such a collection of one species of animal.

After a few more days at sea we came across our first iceberg. It was absolutely giant and it went on for ages. It was about 60km long. Here's a bit from dad about the iceberg, with information from the Bureau of Meteorology:

**'After breakfast we came upon a massive iceberg, named C-19A. This berg split from a bigger berg, C-19, which calved from the Ross Ice Shelf in May, 2002. Before splitting, C-19 was 32km wide and almost 200km long. The biggest berg ever recorded was B-15, also calved from the Ross Ice Shelf in March 2000, measuring over 11,000km<sup>2</sup>. We followed C-19A east for many hours, agog at the massive ice cliffs above the ocean surface, and astonished at what lay below. These are the sights I'd wanted to show my family for so long. The sights that keep me returning to the polar regions and give me a profound love and respect for both their power and fragility.'**

Before Christmas day a Christmas tree had to be FIXED to the ground to stop it from sliding about the place. When Christmas arrived it started snowing so I guess we had a true white Christmas. We all gathered around the tree before breakfast and opened our presents. During the day *Sarsen* pushed through some light pack ice, trying to find a way to the Mertz Glacier, but there was too much so we headed for Mawson's Hut at Commonwealth Bay. The next day was Kip's birthday and he got to open some more presents. We saw a lot more icebergs and more pack ice. The midnight sun was great to see. We were up at the bridge at midnight and the sun was still up!

Another day of steaming and we finally reached our destination, ANTARCTICA! It was so bright from the sun reflecting off the ice that when we went out on the back deck we had to put our sunglasses on. There was a strong katabatic wind blowing so we anchored one kilometre off shore, waiting for it to die down. While it blew Dad took the kids for an adventure walk on the foredeck. We rugged up in all our warm gear so we could stand the wind, which was blowing over 50 knots. It was FREEZING! In the afternoon it died down and Dad went across in the tender to pick up the five people who have been working at restoring Mawson's hut for the last two months. Just as they got back the wind picked up again and we had to wait until the next day before we could have our turn to get off the *Sarsen* and onto Antarctica.

I couldn't wait to see the Adelie penguins but as soon as we got onto the ice I went over to a Weddell seal. They are so funny because they have tiny heads and large bodies. Mawson's hut was absolutely amazing, to see what people in those days and in those conditions were eating, drinking and even reading. There was even a wheel of cheese. A thick layer of ice still covers the floor of the hut. When we got out of the hut we went over to have a look at an Adelie Penguin rookery. Some of the penguins were sitting on eggs and some had little chicks. Penguins and seals have definitely been added to my favourite animals list.

And after all that it was time to go home, but not before one last little adventure!

The day that we started heading home we stopped the boat and got ready for a swim. I was only wearing board shorts and a wetsuit jacket. It was a bit foggy and there were huge icebergs all around us, a kind of iceberg alley. When it came to my turn I jumped straight in from the rear landing...it was FREEZING... again. When everyone got out we all went in the warm swimming pool and then into the sauna.

With everyone back on board we got ready for another six rocky days at sea. After we got home mum and I still felt sick after the three weeks or so on the *Sarsen*. But it was the best experience of my life!

The *Sarsen* also picked up the 5-man team who had worked on Mawson's hut this season, and three were heritage carpenters from Tasmania. Tedd Bugg, Martin Passingham and Christian Gallagher spent two months clearing away ice and re-covering the roof with new timber. Team leader was Dr Ian Godfrey, the Western Australian Museum materials conservator and he installed data loggers to measure any vibrations when the hut was subjected to katabatic winds, despite it being anchored and partly covered by ice and snow.

*Continuing a series by Gordon Bain on some interesting and little known events from Antarctic aviation history.*

## **The immediate years after World War II**

After World War II and for all sorts of reasons, Antarctica once again came into national and international focus. Building on the growing Governmental involvement in Antarctic matters in the 1930s, the quantum jump in technology through the war years and the availability of resources, new frontiers were about to be established, this time through national endeavours.

## **Operation Highjump – the Americans do it bigger and better**

This massive American effort was entrusted to the Navy with Antarctic veteran Rear Admiral Richard E Byrd in overall command of 4000 men, and with a flotilla of 13 vessels – Tankers, Seaplane Tenders, Destroyers, Supply ships, Icebreakers, a Submarine and an Aircraft Carrier. The “air arm” of this operation comprised 26 aircraft – 6 x R4Ds (DC3s in our language), 6 x PBM Martin Mariners flying boats, 7 smaller fixed wing aircraft (Noorduyn-Norseman, Grumman J2F-6 Ducks, Stinson OY-1 Sentinels, Curtiss SOC Seagulls) and 7 helicopters (HNS-1 and HO3S-1 Hoverflies and HO3S-1 Dragonflies).

There are special interests for Australia’s aviation history from Operation Highjump. In early February 1947, Lt David Bunger, piloting a Mariner, was following the eastern edge of the Shackleton Ice Shelf at about 100° E when he sighted a vast ice-free area – an area now known as the Bunger Hills. But this wasn’t the first ever sighting. A party led by Frank Wild of the Australasian Antarctic Expedition’s Western Party in 1912 had in fact sighted this area but didn’t get into it. Bunger’s discovery and landing on one of the larger lakes a few days later made world news. Word of an ‘oasis’, a ‘Shangri-la’ and ‘Xanadu’ in the headlines captured the popular imagination, with vivid speculations of an isolated Antarctic paradise, swaying palms and South Sea Island natives!!! The 1 September 1947 edition of Life magazine published an aerial picture taken on that mission, but interestingly it is a mirror image of the scene – an error on the part of the publishers? an attempt to slightly obscure the reality in the Cold War?

The other special interest for Australia was that many years after Highjump, Phillip Law used Highjump’s aerial photos of the Mac-Robertson Land coast to identify a suitable spot for establishing Mawson station. The Mariner flights in this area had also sighted what would later be called the Prince Charles Mountains.

Sadly, Operation Highjump saw aviation fatalities. One of the Martin Mariners ‘George One’ crashed on Thurston Island between the Ross Ice Shelf and the Antarctic Peninsula, with the death of three and the quite remarkable survival and rescue of six survivors. The aircraft and bodies were left to the elements and have been buried by snow and ice as well as drifted downstream with the ice sheet. An expedition to recover the aircraft and the bodies has been in the making for several years. At SCAR XXIX in Hobart last July, Richard Sanchez of the US Geological Survey presented a fascinating paper on satellite image mapping techniques that are to be used on the search.

And some last notes about Highjump. One of the helicopters crashed on take off from the Aircraft Carrier USS *Philippine Sea*, and a second of the Mariners was lost at sea during a major storm at the end of the expedition. The six R4Ds (DC3s) lifted off the *Philippine Sea* with the assistance of JATO (Jet Assisted Take Off) bottles and flew to a new shore base at Little America IV. From there they logged 220 flying hours including 29 camera missions, flew 36,000 kilometres and covered 520,000 square kilometres. Their mission included a flight by two aircraft over the South Pole. At the end of Highjump, the “Gooney Birds” could not fly back on to the Aircraft Carrier, so they were winterised and left for next year’s Operation Windmill. Sadly most of the Little America IV base disappeared when a chunk of the Ross Ice Shelf broke away and the stored aircraft went to Davey Jones’ locker.



**Avro/GAF Lincoln Mk.30 (A73-2) – reconnaissance flight Southern Ocean March 1947 and first air drop to Macquarie Island February 1951.**

## Australia's more modest military efforts

Australia's efforts were far more modest, but nonetheless important in the overall scheme of Australia's involvement in the Antarctic and Southern Ocean. On three successive days in March 1947, RAAF modified bombers flying from different bases around Australia were used in long range flights to gather meteorological data, investigate operating conditions over the Southern Ocean, examine Macquarie Island and investigate the possibility of aerial liaison with the expeditions planned for 1947/48. Oblique aerial photographs were taken of the coasts of Macquarie Island.

A Consolidated B-24J-5-NT Liberator (A72-386, Group Captain D Kingwell) flew from Pearce, WA to around 46° South. A second Liberator (A72-381, Flt Lt C Wright) flew from Laverton, Victoria to a point about 1400 kilometres south of Melbourne. An Avro/GAF Lincoln Mk.30 (A73-2, Flying Officer R R Shaw) took off from Point Cook, Victoria and did the aerial photography at Macquarie Island.

Consolidated PBV-5A Catalina flying boats provided SAR cover for the flights. One of these (A24-381) that covered the Lincoln flight had another connection with ANARE later.

On 1 February 1951 the Lincoln (A73-2, Flt Lt A E McKenzie) made the first air-drop of medical supplies and fresh food to Macquarie Island – the first of many such flights with different aircraft over the years.

## ANARE is born – but military support continues

The birth of the Australian National Antarctic Research Expeditions (ANARE) in 1947 involved the establishment of a station at Heard Island and the reoccupation of Macquarie Island after a long absence. The Heard Island expedition intended aircraft support, and an aircraft was also to be used in an exploratory expedition to the edge of the Antarctic continent.



**Vickers Supermarine Walrus (HD-874) at Heard Island December 1947**

## Heard Island and a Walrus

On 17 November 1947, a Navy vessel the *LST 3501* (later named *HMAS Labuan*) set sail from Melbourne for Heard Island. Leading this expedition was Stuart Campbell, who had been with BANZARE in 1929-31 (see Chapter 1 of this history in *Icebreaker No 37*). On board the vessel to support the expedition was a Vickers Supermarine Walrus (HD-874), the last one in RAN service. On the island on 13 December 1947 the aircraft's engine was started, the aircraft swung overboard and made a one and a half hour reconnaissance flight under the command of Flt Lt Malcolm D Smith. After landing, the Walrus taxied up to the beach where it was tied down to concrete blocks. It was destroyed there by a 90mph blizzard a week later.

The damaged hull of the aircraft was recovered in 1980, taken to the RAAF Museum at Point Cook, Victoria where it has been restored and is on display.

## A Kingfisher with a gunslinger in the Antarctic

Apart from establishing the Heard and Macquarie Island stations, the first year of ANARE also saw a reconnaissance mission to the far south. The expedition vessel was the *Wyatt Earp*; she was Ellsworth's support vessel in 1935 (See Chapter 1 of this history in *Icebreaker No 37*). Expedition leader Phillip Law, later to be the head of ANARE carried a Vought Sikorski VS-310 Kingfisher (A48-13) on the expedition to the Antarctic continent.

The Kingfisher was powered by a Pratt and Whitney R985 9-cylinder Wasp Junior 450HP engine, cruised at 125 knots, had an engine pre-heater fitted and was painted yellow by RAAF before deploying it to ANARE.

The aircraft had limited use and effectiveness. On 13 March 1948 it made two flights of one hour's duration each near the Niniz and Mertz glaciers; these were the first and last flights for the voyage. The basic problem was difficulty in launching and retrieving the aircraft. The Pilot was Squadron Leader Robin Gray, who was to return to the ANARE scene again.

In April 1948 the RAAF Antarctic Flight of officers and men, who made up the crews of the Walrus and Kingfisher was disbanded. A number of years passed before this flight crew was re-formed.

## A fixed-wing aircraft at Macquarie Island

1948 was the first 'winter' ANARE – with stations at Macquarie and Heard Islands. Tragically it also saw the first ANARE fatality – at Macquarie Island. A diesel engineer had died in an accident and the station was left without anyone capable of running and maintaining the mechanical plant. In August 1948, after negotiations with the RAAF and other authorities, a mission code-named Operation Sinbad was set in train. This involved using an RAAF Consolidated PBV-5A Catalina 'flying boat' (A24-104).

The operation was under the overall command of Sqn Ldr Robin Gray, who also took the role of Second pilot. Gray had been the Kingfisher pilot on the *Wyatt Earp* with Phillip Law a year earlier. The pilot for the Catalina flight was Flt Lt A E (Bert) Delahunty, one of the two signallers on board was Flt Lt Bert Bradley.



**Consolidated PBV-5A Catalina (A24-104)**

was key to getting the flight. Because of the prevailing westerlies, the aircraft flew to the RNZAF base at Wigram near Christchurch, and then on to its home base in NSW the next day. This is the only known instance of a fixed wing aircraft landing at the island.

## A postscript on the Catalina 'era'

There were some ANARE connections with the 28 September 1948 crash of an RAAF Catalina (A24-381) on Lord Howe Island. This aircraft had served as SAR for the Lincoln reconnaissance flight in March 1947. On board and killed in the crash was Flt Lt Malcolm Smith from the Heard Island Walrus events in December 1947. Also on board and injured was Flt Lt Bert Raymond Bradley who had served as a Signaller on the A24-104 Catalina flight to Macquarie Island a month earlier.

A restored Catalina at Point Cook RAAF Museum is marked as being the A24-104, of Operation Sinbad. There is some suggestion that the restoration which occurred at Amberley, QLD was not to A24-104 but rather to an ex Canadian Air Force aircraft CV369.



**Catalina in Buckles Bay, Macquarie Island, August 1948**

The flight originated from Rathmines, NSW, and the aircraft flew via Melbourne (where then ANARE leader Campbell joined it) to Hobart. There was a wait of 13 days and two aborted flights before conditions were right for the mission. Without Campbell, who had had to return to Melbourne, the aircraft flew out of Cambridge Airport, Hobart for the 833 nm, 7½- hour flight to Buckles Bay.

After some hours 'on the ground' the weather conditions on and near Macquarie Island had deteriorated, to make the aircraft's departure problematical. Fortunately, the RAAF had been trialing JATO on Catalinas and had fitted A24-104 with four of these units positioned in pairs just aft the wheel wells. Given the wind and choppy waters in Buckles Bay JATO



## ANARE prepares to 'go it alone' in the Antarctic flying business

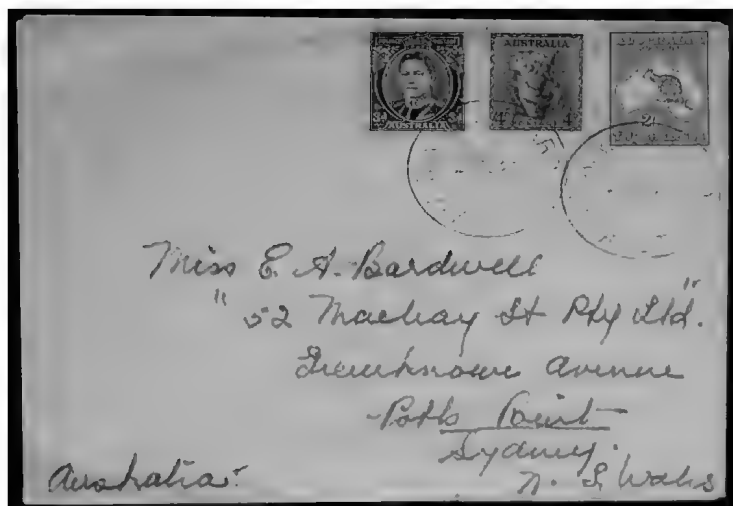
The Norwegian, British and Swedish Antarctic Expedition (NBSAE) 1949-1952 was a last prelude to Australia's aviation assault on the Antarctic continent.

The NBSAE had aircraft for its three summer seasons, with each supporting nation taking turns to supply the aircraft – Britain supplied RAF Mark VI Austers, Norway a 'Polar Plane' C5 (aerial photography) and a K.Z.III (shorter flights), the Swedish Air Force supplied two Beechcrafts.

Australia had three special interests on NBSAE. Gordon de Quetteville Robin of Melbourne served as Physicist and overall third-in-charge of the expedition for both winters and all three summers. John (Jo) Jelbert was seconded from ANARE to NBSAE as Australian observer and CosRay physicist – for the second winter, but was tragically drowned at Maudheim in February 1951.

And last, but by no means least, Phillip Law travelled with NBSAE on the expedition's deployment voyage in the summer 1949/50 as an official Australian Government Observer. It was during this tour that Law saw at first hand on-ground aircraft operations and especially the flexibility with which the RAF Austers worked – being able to work with wheels, wheels and skis, skis alone or floats, but also their capacity, range and other qualities.

**Next time:** *Australia establishes a foothold on the Antarctic continent, and then two more, and then lots of other footprints.* [All text, photos and stamp covers courtesy of Gordon Bain]



Above: Opening of Heard Island Post Office 25 December 1947. Franking carried out by ANARE Leader Stuart Campbell

Below: Operation Sinbad to Macquarie Island 4 August 1948. Envelope carried on pBY-5A Catalina by Sqn Ldr Robin Gray.



During 2008/2009, the Royal Australian Mint will be releasing a Commemorative silver proof Three Coin series to celebrate Australia's involvement in the International Polar Year. In February 2007, the Mint released its Polar Series (uncirculated) \$1 IPY coin which will be available as a special packaged coin.



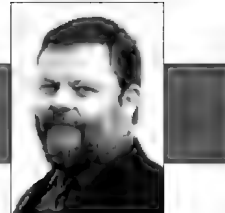
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This month sees the official launch of the International Polar Year (IPY) and the research, education and communications activities that will occur under the IPY banner over the next 2 years. The IPY will focus a lot of attention internationally on the polar regions, their status, their connections with other parts of the world, and the communities of people who live in and around the poles. Clearly, the human dimension of Antarctica relates mainly to expeditioners, who either occupy various Antarctic bases, do research or go to the Antarctic as a unique tourist destination. Another reason for increased focus on the polar regions is likely to stem from the release of the Fourth Assessment Report from the Intergovernmental Panel on Climate Change (IPCC). The first part of the report, the Summary for Policy Makers (SPM), was released in February and the remaining sections will be released in May this year. There are indications in the SPM that the polar regions are considered particularly important in our comprehension of climate change but there remains considerable uncertainty about the details of how changes in climate might interact with Antarctica. I expect that the coincidence of IPY and the IPCC report will emphasise just how important our research in and around Antarctica is for our understanding of climate change and our ability to adapt to changes that are now considered to be inevitable.

This year will be an important year for the ACE CRC for other reasons. In particular, we are now in the second half of our funded term and we need to be looking closely at what our partners might want to follow the centre. The ACE CRC is the third CRC focussed on Antarctica and the Southern Ocean. The three centres have collectively contributed much to Australia's international standing in Antarctic affairs and to our appreciation of just how important the Antarctic and Southern Ocean are to our regional and global climate, including climate change. There remains a great deal of work to do, however, and securing a successor to the ACE CRC will be especially important given the questions being asked about polar regions in the IPY and, apparently, in the IPCC assessments.

This month also marks the end of our latest field season. This year the ACE CRC had just one main marine science voyage focussed on the processes in the Southern Ocean that influence the uptake and storage of carbon dioxide by the ocean. The voyage lasted a little over a month and visited several sites south of Tasmania, down to 55°S. The *Aurora Australis* was loaded up with shipping containers jam-packed with scientific equipment and a contingent of over 60 researchers and, as usual, supported the research impeccably. Thanks to all the crew on the vessel and the folk at the AAD who support the science program.

The research during the voyage covered a wide range of subjects and was a truly international affair, with researchers from Australia, France, Belgium, the USA, New Zealand and the Netherlands. One of the several teams studied the influence of natural inputs of iron (e.g., from fine dust blown off Australia) in limiting the growth of phytoplankton in the Southern Ocean. Phytoplankton are microscopic floating plants that are the main players in biological uptake of carbon dioxide in the ocean. It seems that the potential for phytoplankton to process carbon dioxide is limited by the amount of iron available to them. Understanding the role of iron as a limiting micro-nutrient is essential to efforts to estimate how ocean ecosystems may respond to future climate change.

Another team did experiments with phytoplankton communities taken on-board the *Aurora Australis* and grown in 650 litre tanks (minicosms). These minicosms allowed our researchers to expose the phytoplankton to elevated levels of carbon dioxide, such as we expect to occur because of climate change, and measure the impacts of those elevated levels on the growth and productivity of the plankton. Elevated levels of carbon dioxide in the ocean are one cause of acidification of the ocean and affect the ability of some planktonic organisms to form shells. This research was one of the first efforts to measure directly in the field the impacts of climate change on southern ocean ecosystems.

After a short break, the researchers will now have months of laboratory work and analyses to finish off all the research they started on, and indeed months before, the voyage. The results, however, will provide an important reference point from which future changes in ocean properties, possibly as a result of climate change, can be assessed.

**Bruce Mapstone**  
CEO, ACE CRC

## IGLOO UPDATE

Malcolm Wallhead and Associates have received their first order for an Igloo Satellite Cabin from Veco Polar Resources in Alaska, USA. Further interest from VECO may lead to an Igloo and a PolyPod SnowCamper Sledge being used in Greenland. (For pictures of this polar field equipment, see [www.icewall.alltasmanian.com](http://www.icewall.alltasmanian.com).)

# MANY HAPPY FEET IN AUSTRALIA

*During the last quarter I discovered several people, who contribute to Ice Breaker, have had close connections with the making of Happy Feet, the animated penguin movie that won George Miller an Oscar for best Animated Feature Film and reached No.1 in USA and UK. [Editor, IB]*

## AURORA EXPEDITIONS: FILM PRODUCTION

When the idea of *Happy Feet* first arose with the makers of the film, Kennedy Miller, they searched for the best people to give them advice and to attend to the Antarctic experience/ filming. They came to Aurora Expeditions, and in January 1999 Aurora Expeditions took Bill Miller to East Antarctica.

During 2001/2002 Greg Mortimer and other Aurora staff were involved in the think tanks with the likes of people from Animal Logic, Andrew Denton, Tim Bowden etc. Aurora staff were particularly involved in setting the environmental message of the film. During 2002/2003 Aurora continued its involvement as the film started to take shape. Aurora used its environmental expertise to prepare environmental impact statements for the project.

Aurora found a ship for filming to begin on the Antarctic Peninsula and prepared the charter and logistics for the voyage. Aurora expedition staff were the key people on the ground in Antarctica during this exercise. Aurora Expeditions regularly visits the places that feature on the film on their Antarctic expeditions, including:

- The Antarctic Sound at the tip of the Peninsula
- Immediately south of the Lemaire Channel
- Immediately north of the Antarctic Circle
- The area around Cuverville Island

In addition, some filming took place in the Ross Sea and again, Aurora staff flew down to take over field operations.

Once film production started, Gary Miller, one of Aurora's naturalists, was heavily involved in advising the filmmakers and animators about penguins – he also donned a motion capture suit that allows humans to be animated as penguins. Aurora's Howard Whelan also continued on as a consultant. [Thanks to David Mannix, PR and Marketing Manager, Aurora Expeditions, [www.auroraexpeditions.com.au](http://www.auroraexpeditions.com.au).]

## KENJI OGAWA: ICE SCULPTOR

Kenji was asked to make a penguin sculptures, one with George Miller on top, at the opening of *Happy Feet* in Melbourne and Sydney.

## SUE HALLIWELL: ANTARCTIC TOURIST

Sue (centre) was fortunate enough to meet George Miller (L) at the Melbourne opening of the film.  
[Photo: Rachel Halliwell]





## **BOOKS**

**Ten Rivers: Adventure Stories from the Arctic** by Ed Struzik. CanWest Books. Price: unknown.

- Describes the author's canoeing trips on northern Canadian rivers.

**Pathfinders: A Global History of Exploration** by Felipe Fernandez-Armesto. Oxford University Press. Price: \$79.95.

- Analyses and comments on notable explorers' achievements and strategies, including Scott's Antarctic trek to the South Pole.

**Phillip the Penguin** by John Paul Fischbach. Serendipity Press. Price: \$16.95.

- A children's book about a young penguin becoming caught in an oil slick and being rescued by park rangers.

**Voyages to the South Seas: In Search of Terra Australis** by Danielle Clode. Miegunyah Press. Price: \$32.95.

- Describes early French exploration of Australia, including the voyages of Dumont D'Urville.

**Troubled Waters: The Changing Fortunes of Whales and Dolphins** by Sarah Lazarus. CSIRO Publishing. Price: \$39.95.

- Provides a comprehensive overview of the interaction between humans and cetaceans, with suggestions on how this relationship could be altered to offer whales and dolphins a better chance of survival.

## **ON TELEVISION**

**Blizzard: Race to the Pole** – seen on SBS during January this year. Two teams, one English, one Norwegian, recreate the race to the South Pole by Scott and Amundsen, by following similar routes in Greenland, which does not prohibit the use of Huskies. The series drew interesting parallels between the original journeys and leaders' strategies and the modern expeditioners using 1911 clothing, supplies and equipment.

**Planet Earth Series 2** – on ABC, David Attenborough's first in this series covered the difficulties in survival of species in both the North and South Pole regions.

**POLAR NEWS POLAR NEWS POLAR NEWS POLAR NEWS POLAR NEWS POLAR NEWS POLAR**

## **THALA DAN**

Members of the ANARE club are attempting to save and preserve *Thala Dan*, one of the 4 ships built by J Lauritzen in Denmark and used as resupply ships by AGAD between 1954 and 1982. Whereas *Magga Dan*, *Kista Dan* and *Nella Dan* have all been scrapped or scuttled, *Thala Dan* is currently due to be scrapped in a ship-breaker's yard in Rio de Janeiro, Brazil. Club members consider this ship to be the last historical link with the opening up of Australian Antarctic Territory and any support for this project would be appreciated. Contact ANARE Club for more details at [www.anareclub.org.au](http://www.anareclub.org.au).

## **ISLANDS TO ICE ADDITION**

A geological hammer used by the first Australian to reach the South Pole was donated to TMAG's exhibition by its owner Jon Stephenson in November last year. Dr Stephenson was the only Australian member of the Commonwealth Trans Antarctic expedition of 1957-58, led by Vivian Fuchs. Other memorabilia from the same expedition, including a hand-painted Australian flag, was donated when the exhibition was opened in March 2006.

## **WHALE KILL PROTESTS**

A record 27 countries have protested against Japan's whaling program this year, but Sea Shepherd and Greenpeace ships' attempts to prevent Japanese whaling in the Southern Ocean were unsuccessful. However, a fire aboard *Nisshin Maru* killed one seaman and halted processing last month. After the ship was made seaworthy again, the whaling fleet's plan to kill over 900 whales in Antarctic waters was abandoned.

## **ICY ACHIEVERS**

In January 2007, a four-man team of Australian adventurers became the first to reach the summit of Antarctic's highest mountain, Mt Vinson, after ski-trekking 400 km from the coast. Duncan Chessell, Robert Jackson, Rob North and Peter Weeks had to combat high winds and low temperatures through mountainous and glacier-filled terrain. The final section was a 1200m vertical climb to the peak.

Also in January, a team of British and Canadian explorers spent seven weeks walking 1700km to the geographic centre of Antarctica, the Pole of Inaccessibility. This team was the first to achieve this by foot.





16	March	2007	TPN meeting and Strategic Planning meeting. 9.00am –1.00pm. Hadleys Hotel, <b>Hobart Tasmania.</b>
1	March	2007-	Fourth International Polar Year.
1	March	2008	
27-29	March	2007	Ocean Business 2007 Forum. National Oceanography Centre, Southampton, UK. Contact: <a href="http://www.oceanbusiness2007.com">www.oceanbusiness2007.com</a> .
30	March	2007	Last day, 'Imagining Antarctica' exhibition at John Curtin Gallery, Perth, WA.
	March	2007	'Aurora – extraordinary visions of Antarctica' exhibition at Cullity Gallery, University of Western Australia. See <a href="http://www.aad.gov.au/default.asp?casid=24039">http://www.aad.gov.au/default.asp?casid=24039</a>
15-24	June	2007	Antarctic Midwinter Festival. <b>Hobart, Tasmania.</b> See <a href="http://www.antarctic-tasmania.info">www.antarctic-tasmania.info</a> and <a href="http://www.longestnightfilmfestival.com">www.longestnightfilmfestival.com</a> for further details.
25-29	June	2007	International Association of Antarctic Tour Operators (IAATO) meetings. <b>Hobart. Tasmania.</b>
25-27	September	2007	ISCORD 2007. 8 <sup>th</sup> International Symposium on Cold Region Development. Tampere, Finland. Contact: <a href="mailto:kaisa.verlainen@ril.fi">kaisa.verlainen@ril.fi</a> .

## INTERNATIONAL POLAR YEAR: [www.ipyeduction.org.au](http://www.ipyeduction.org.au)

International Polar Year will run from March 2007 - March 2009. Antarctic Tasmania, in conjunction with the IPY Australian Education, Outreach and Communication Committee, has launched an IPY website to enable organisations to promote polar activities or events held during IPY. If you are planning an IPY or polar related event (or know someone who is) then please contact Antarctic Tasmania ([www.antarctic@development.tas.gov.au](mailto:www.antarctic@development.tas.gov.au)) for the flyer and application form and return it to the committee secretariat (full details on website - [www.ipyeduction.org.au](http://www.ipyeduction.org.au)). Alternatively, if you are not planning an event, but know of groups or organisations that would be interested in promoting the site, then please pass the web address to them.

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# SHIPPING & AIR CALENDAR



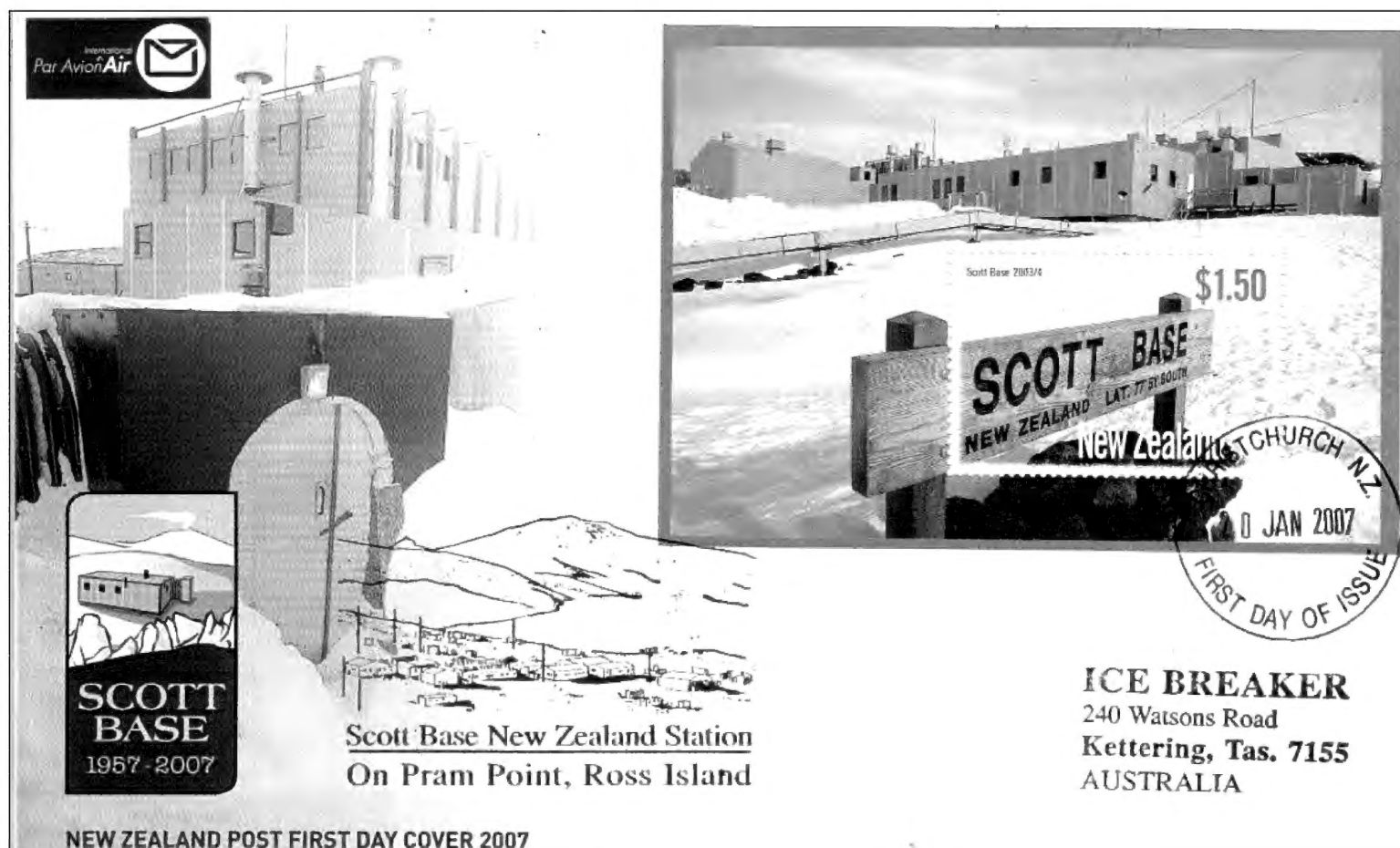
2-4	March	2007	AURORA AUSTRALIS	V4	Davis Station.
4	March	2007	ORION	V3.3	Arrives Hobart.
5	March	2007	AURORA AUSTRALIS	V4	Zhong Shan.
6-7	March	2007	L'ASTROLABE		Arrives Hobart, departs for Antarctica.
10	March	2007	SPIRIT OF ENDERBY	V3.2	Arrives Bluff, NZ.
16-19	March	2007	AURORA AUSTRALIS	V4	Arrives Hobart, departs for Casey Station.
28-31	March	2007	AURORA AUSTRALIS	V5	Casey Station.
6-12	April	2007	AURORA AUSTRALIS	V5	Macquarie Island.
16	April	2007	AURORA AUSTRALIS	V5	Arrives Hobart. Off hire.

## 2007-2008 Schedules (to be confirmed)

16-20	August	2007	(to be selected)	V1	Marine equipment trials to Port Arthur.
22	August	2007-	(to be selected)	V2	Marine science.
15	October	2007			
17	October	2007		V2	Departs Hobart for Casey Station.
28-31	October	2007		V2	Casey Station.
7-14	November	2007		V2	Davis Station.
25	November	2007		V2	Arrives Hobart.
15	November	2007	AIRBUS A319	F1	Hobart to Casey (to be confirmed)

For up-to-date information on all Australian Antarctic shipping and flight details, check [www.aad.gov.au](http://www.aad.gov.au).  
For other Southern Ocean and Antarctic ships due in Hobart Port, see [www.tasports.com.au](http://www.tasports.com.au)

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